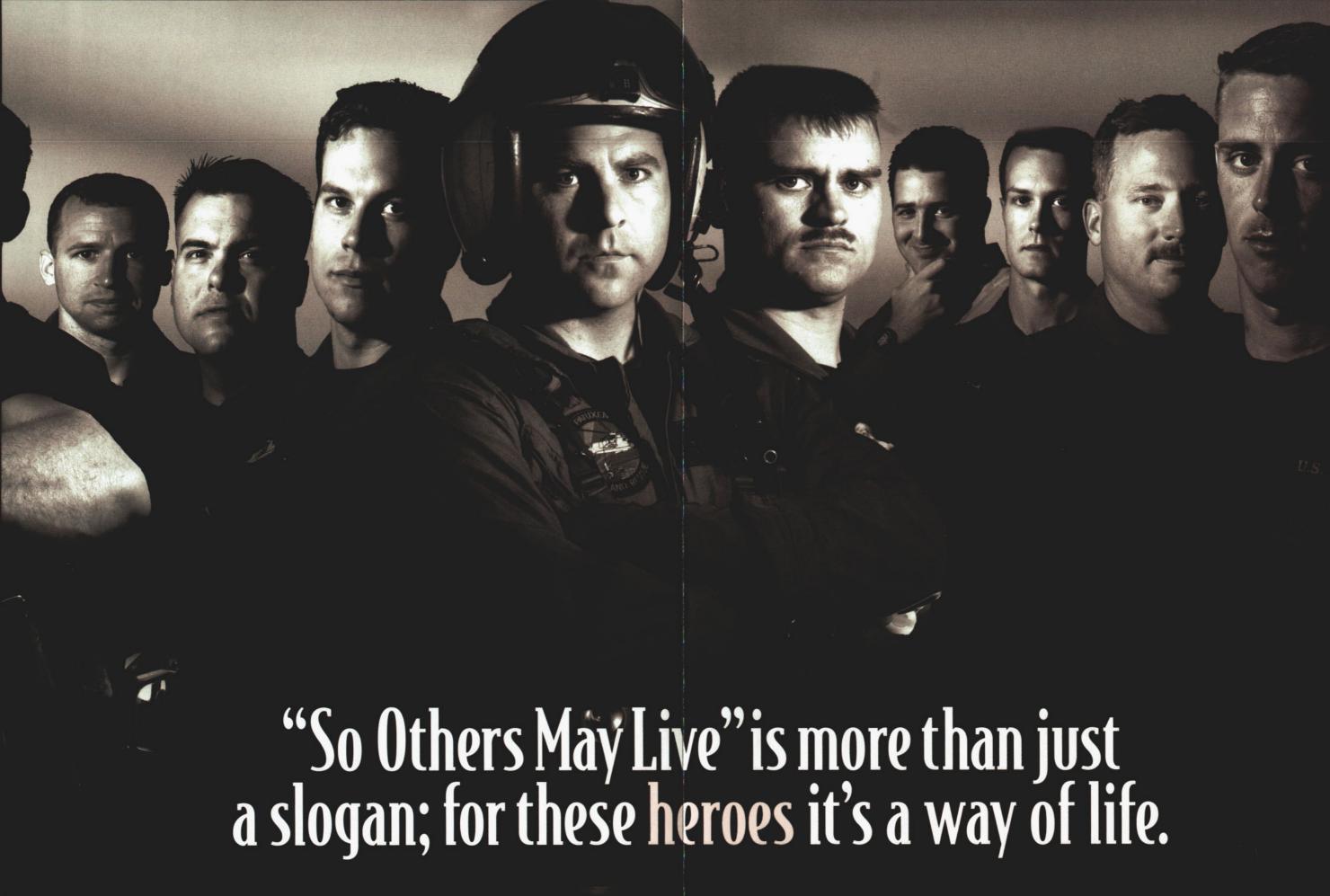


## The rescuers

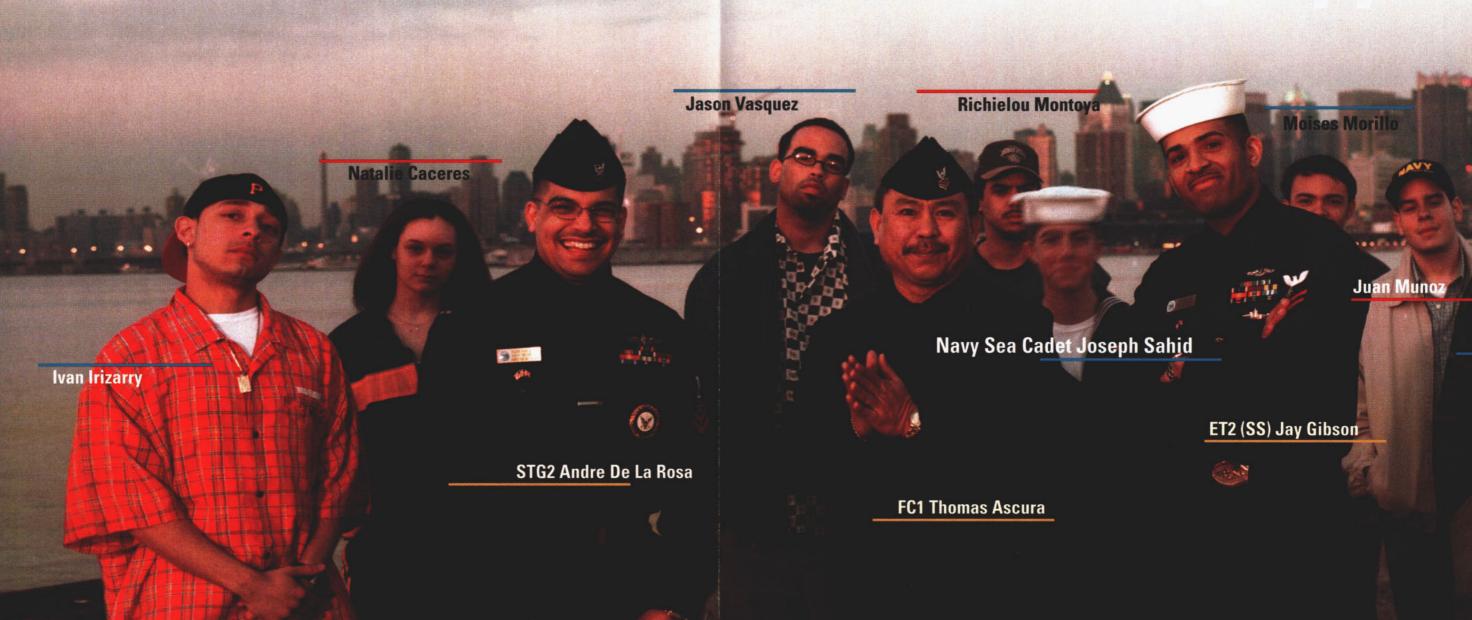
Navy Search & Rescue Teams Show Their Stuff



A handful of New York City Navy recruits

Photo by JO1 Robert Benson

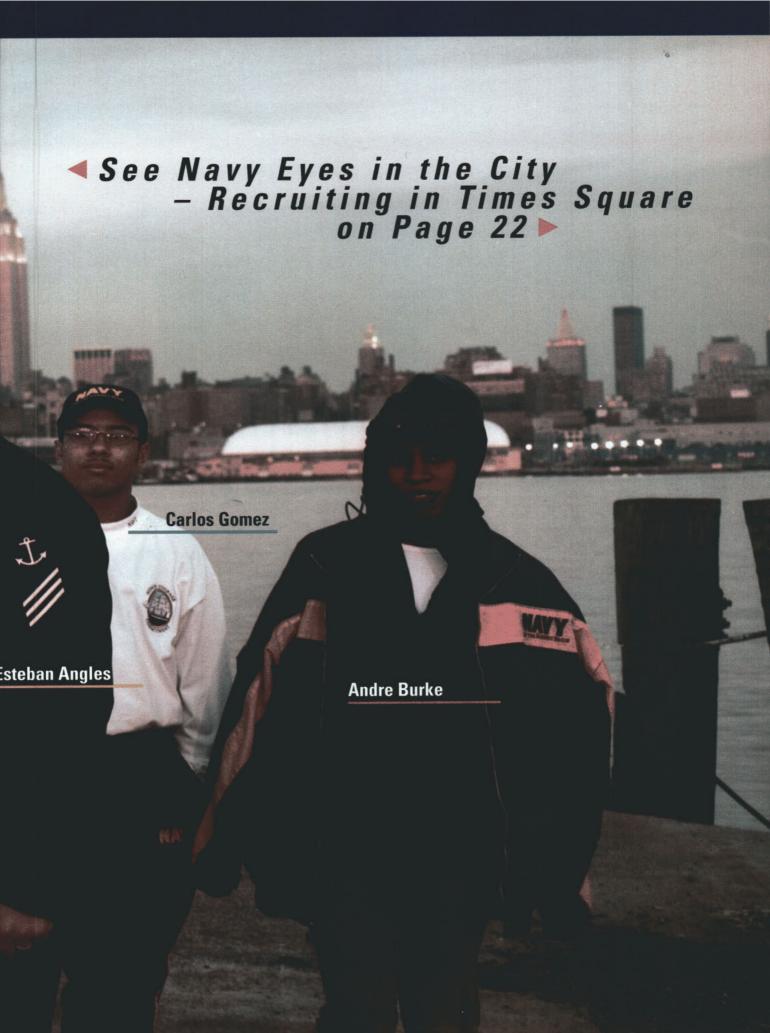
## If ul of New York City Navy recruits If we members of the delayed entry program From the Big Apple will soon leave for basic training. From the Big Apple



# to the Big Adventure

Elizabeth Salazar **Kenny Perez Kevin Harris GM2 Leonaldo Ramos** 

SI



# Number 999

#### Features

#### Exploring the Ocean of Space

Find out how Navy astronauts are contributing to NASA and bringing Naval traditions into outer space.

### 28 Missing a Good Thing

A phenomenon is sweeping the Navy; Sailors who got out now want back in. What's going on?



Navy's Search and Rescue teams are at the ready. Learn the ins and outs of NAS Patuxtent River's SAR Team.

#### 38 Being Martha Dunne

She's the Navy Female Athlete of the Year, and when she's on her racing bicycle, her khaki uniform changes to sleek racing garb, her personality to cutthroat aggressiveness.



#### AIHANDS'

Secretary of the Navy The Honorable Richard Danzig

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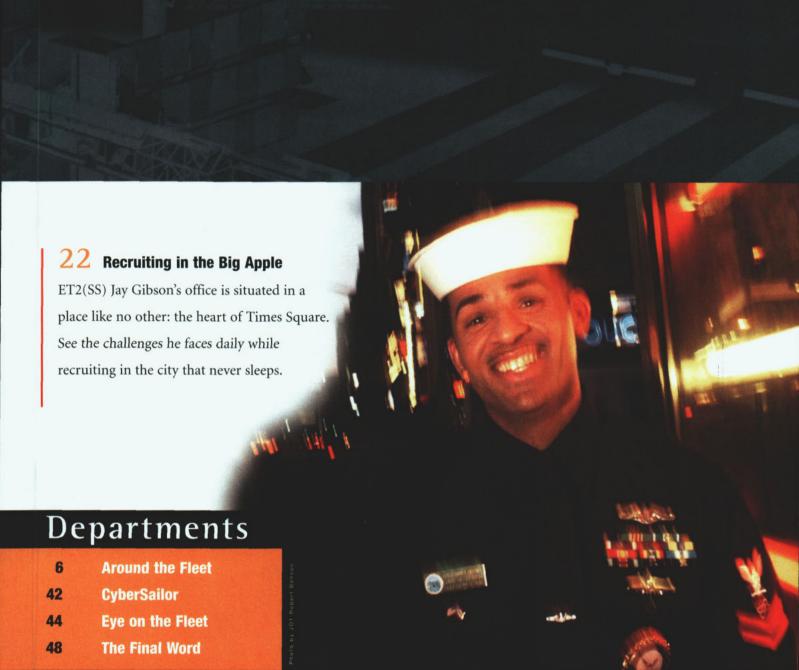
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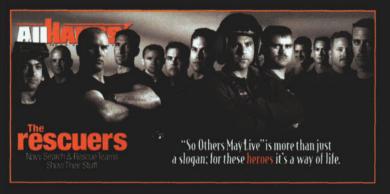
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#### On the Front Cover

L to R: AT1(NAC) Chris Oliver AMS2(AW/NAC) Paul Norrish AMS1(NAC) Dennis Reed HM2(NAC/FMF) C.J. English AE2(AW/NAC) Joe Zullo HM1(AW/NAC) David Spees AMH2(NAC) Zachary Winter AD2(NAC) Timothy Hall AMH2(NAC) Mark Klingelheber AE2(AW/NAC) George Petersen AD2(NAC) Michael Horvat AMHC(AW/NAC) William Clark AM2(NAC/FMF) Michael Sexton

Photo-illustration by JO1 Robert Benson

#### **Next Month**

All Hands sports a metal jacket for our 1000th issue, taking you to the mat and risking it all in the future.

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www.mediacen.navy.mil









#### Around the Fleet

#### Editor,

Your issue on the Submarine Forces Centennial is quite impressive. Thanks for helping us make this historic event known throughout the Navy and to the country for which we serve.

I was though, a bit disappointed to see some omissions in the magazine. The foldout is an excellent keepsake for reference and general information, but some important informa-

#### Numbers Numbers

16

The number of members of the Search and Rescue team, Patuxent River, Md. (See story Page 32)

25

The number of minutes it takes Electronics Technician 2nd Class Jay Gibson to drive from the Times Square Recruiting Station to Harlem on a good day. (See story Page 22)

220

The number of miles above the earth that the International Space Station orbits. (See story Page 16)

1988

The year LT Martha Dunne, this year's Female Athlete of the Year, came to the Naval Academy having never run a mile-and-a-half or done sit-ups and push-ups. (See story Page 38) tion is missing and alarms me.

Reference to some important submarines and an entire class of submarines which were at the forefront of making our service the world's best was forgotten in your publication. The class I'm referring to is the *Skate*-class (USS *Skate* (SSN 578), USS *Swordfish* (SSN 579) (which I served on for almost 5 years), USS *Seadragon* (SSN 583) and USS *Sargo* (SSN 584)).

These were the first class of nuclear-powered submarines for the U.S. Navy, and achieved some remarkable feats, never performed by a submarine in the world. I know that there are still quite a few "S-Boat" Sailors out there (active and retired) that feel as I do that this omission is quite glaring and does our new Sailors and naval history buffs a disservice by not

mentioning the class that led the way to and through the Cold War and beyond.

Please provide some follow on info on this class in a future issue to give credit to those who served on these ground-breaking submarines that paved the way for the nuclear submarines of yesterday, today and tomorrow.

MMCS(SS) Christopher R. Stocks ASDS IMD LCPO/3M Coordinator cstocks@SDVT1.navy.mil

#### Editor,

First and foremost, Bravo Zulu on a fine edition of *All Hands*, April 2000, marking the U.S.

Navy Submarine
Centennial.
As a former
submariner, it
makes me proud to
be part of this
history and to take
part in this historical
celebration. I would,
however, like to make
some small correc-

tions from your article on page 12.... USS Wahoo to which you refer as LCDR D.W. Morton and LT R. O'Kane's boat was not SS 565 but was, in fact, SS 238. Likewise, Dick O'Kane's command of USS Tang was not SS 563 but SS 306. The hull numbers which you referred to in your article were also Wahoo and Tang but, were Tang-class subs of the early 1950s named after the World War II Gato- and Balao-class submarines.

#### SHIPMATES



Information Systems Technician 1st Class (SW) Roderick P. Florentino from San Diego, was selected as the 1999 Senior Sailor of the Quarter (4th quarter) for Naval Communication Telecommunications Station, San Diego. Florentino is currently assigned as Management Support Leading Petty Officer.



Storekeeper 2nd Class (SS) Dewayne A. Thomas was selected as Sailor of the Year and awarded the Navy Achievement Medal "for unparalleled technical expertise in improving the material readiness of the Pacific Fleet." Thomas, assigned to Submarine Logistics Support Center, Bremerton, Wash., was instrumental in the command achieving 63 percent in outstanding and above scores as PRT coordinator. He also qualified as Command Duty Officer and helped four other junior personnel attain this qualification.



Information Systems Technician 3rd Class Jeanette M. Hefer-Cannon of Chicago, was selected 1999 Junior Sailor of the Year for Commander, U.S. Naval Forces Korea. Hefer-Cannon is currently assigned to the Automated Information Systems Division as an assistant network systems administrator and computer systems fault resolution technician.



Hospital Corpsman 1st Class Andrea L. Wiley was selected as Naval Hospital Guantanamo Bay, Cuba's Sailor of the Year. Wiley was cited for her exceptional leadership and management skills as Leading Petty Officer of the Preventative Medicine Department. Her enthusiasm and dedication to duty were also recognized by her selection as a finalist for the HMCM Stephen Brown Award for Excellence in Navy Preventative Medicine.

Master Chief Petty Officer of the Navy MMCM (SS/SW/AW) Jim Herdt

Both of these World War II boats, and their gallant commanders were lost during the war. USS Wahoo (SS 238), was lost on it's 7th war patrol to enemy action on Oct. 11, 1943, in Laperouse Strait and USS Tang (SS-306), was lost on it's 5th war patrol, sunk by it's own torpedo, on Oct. 25, 1944.

Again, thank you very much for a fine edition. I hope you don't mind the corrections.

former FTG1(SS) Carl Farina halfhtch@crosslink.net

#### Editor.

The April All Hands was quite refreshing in its portrayal of the submarine force. There were some interesting pictures and stories, but (yes, there's always a but) there is more to the submarine fleet than the fast boat Navv.

Perhaps you could put out another issue describing the boomer side and show the rest of the submarine community?

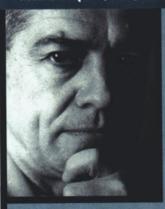
> MT1 John Hodges **SWFLANT** spk3344@swflant.navy.mil

#### Editor.

The internet address provided for Shades of Green Resort on Walt Disney World on Page 38 of the March 2000 All Hands was incorrect. It should have been www.themeparks.com/ wdw/resorts/sog.htm.

I'm sure that Science Systems in England enjoyed the extra visits to their site. I greatly enjoy the magazine. Keep up the great work.

LT Les Daniel



### Speaking with Sailors

**Questions from All Hands calls** on the MCPON's recent visit to Bahrain:

Q: What is the Navy doing to improve manning levels?

A: We're working very hard to improve manning levels throughout the Navy. This is primarily a three-prong attack recruiting, retention and attrition.

Our recruiters have been doing an outstanding job meeting goal. They're bringing in 60,000 recruits a year. This is a tactical battle we have to win in our war for people. Our recruiters are working very hard to bring in the best possible recruits that we can build into Sailors.

The problem with ing to solve manpower issues is that it takes 10 to 15 years to grow a First Class or Chief Petty Officer. We have to improve our retention efforts also.

We're trying to retain Sailors the same way we did when I came into the Navy in 1967 - by talking to the Sailor. The majority of our Sailors are married today, and more than half of the decision making team is at home. Every Sailor working to retain Navy families should bring Sailors and their spouses in to discuss reenlisting. That way, the couple can make an informed decision together. There are far too many spouses who don't know near enough about our Navy, and that's our fault. We are developing programs to better educate them about their Navy, and every command should sponsor a spouse indoctrination class for new families checking aboard.

Sailors should have their spouse with them when they're negotiating for their next set of orders. That simplifies the negotiation process,

and strengthens the ties with the entire Navy family.

Finally, our attrition rates are too high right now. Thirty to 40 percent of the recruits our recruiters bring in don't even make it to the end of their first enlistment. That's unacceptable.

Many times shipmates interpret this as me asking them to lower their standards to keep Sailors in - NOT THE CASE! I want them to set high standards, and then pave the way to success

We all want to belong to an depending solely on recruit- elite organization, and that's what we have with our Navy today.

> for their shipmates to reach those standards. We should do this through active mentoring and leading by example.

There isn't a Sailor in the Navy who joined wanting to be a troublemaker. We have all made mistakes in the Navy, and I'm asking Sailors in a leadership position to do what they can to minimize these mistakes for their shipmates. When Sailors don't meet standards, make them aware of it and counsel them on how to achieve our standards. We all want to belong to an elite organization, and that's what we have with our Navy today.

Speaking with Sailors is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.

#### Around the Fleet

#### American GI Named "Person of the Century"

n a 397-0 vote this spring, the U.S. House of Representatives voted to name the American GI as the "Person of the Century" in their Concurrent Resolution 282 with the Senate.

House sponsor of the resolution, Rep. Robin Hayes (R-N.C.) said, "I am continually impressed and made proud by their dedication, commitment and patriotism."

"We are just turning the corner on a period in which we ask the American GI to do more and more with less and less," Hayes continued. "As I have gotten to know these brave men and women, one statement continues to ring in my ears, the statement made during a military personnel hearing at Norfolk Naval Base, 'Sir whatever you give us, we will get the job done.'

"The spirit of the American GI — Soldier, Sailor, Airman and Marine — that 'can-do spirit,' is why we honor today the American GI as the 'Citizen of the Century,'" Hayes added.

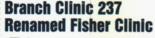
Rep. Mike Thompson (D-Calif.) extended the term GI to members of the Coast Guard and Merchant Marine, saying, "It was the American GI, known at different periods of the century by names such as doughboys, Yanks, Buffalo Soldiers, Rough Riders or the American Expeditionary Force, who carried America's value system abroad and demonstrated unselfish courage aiding those who struggled against tyranny and oppression. ... Indeed, there is probably not a region of the world whose people have not benefited from the presence of the American GI during the 20th century."

Rep. Jim Gibbons (R-Nev.), a co-sponsor and one of the 10 House supporters who spoke in favor of the resolution, is a veteran of Vietnam and the Gulf War. "The United States, through two hot world wars, a long Cold War and numerous wars and conflicts in all the far-flung reaches of this troubled globe, has been called the 'arsenal of democracy," he said. "The American GI was the bearer of those arms and our American flag. He was, and still is, the guardian of our and our allies' security and freedom."

Gibbons concluded, "The American GI kept our flame of freedom burning brightly through grim and dark skies; through blood, sweat and tears; through times of adulation and sadly, through times of unreasonable contempt. But stand they did. There have been many great people this century who have symbolized the struggle for freedom in the 20th century — Churchill, Roosevelt, Reagan — but it is the millions of people behind them, the American GIs, who actually delivered on that promise."

Rep. Mac Thornberry (R-Texas) raised the only dissenting voice and voted present on the roll call. "I would support a resolution which recognized their contributions," he said in preface. "I would far prefer a more tangible showing of appreciation, such as fulfilling the promises of health care made to those who served."

The House referred the resolution to the Senate Judiciary Committee. Story by American Forces Press Service



humanitarian family was honored recently when Great Lakes Naval Training Center's Branch Medical and Dental Clinic 237 was dedicated to Zachary and Elizabeth Fisher, and the building's new logo was unveiled.

A supporter of the Armed

Forces since World War II, Fisher founded the *Intrepid* Museum Foundation to save the historic aircraft carrier from being scrapped and was instrumental in creating the world's largest naval museum – the Intrepid Sea-Air-Space Museum in New York City.

Throughout the years, the Zachary and Elizabeth M. Fisher

Armed Services Foundation, formed in 1982, has made contributions of \$25,000 to military families who have lost members under tragic conditions. In addition, active-duty and past service members and their families have received scholarships from the foundation.

A program providing "a



"This is a very momentous occasion," said RADM Michael L. Cowan, guest of honor at the ceremony. "The Fisher family has exemplified a lifetime of support of the military," said Cowan, Chief of Staff for the Assistant Secretary of Defense for Health Affairs. "It is ideal that the clinic be named after them."

Story by Judy R. Lazarus, associate editor of the Bulletin

#### VC-6 Supports Counter-Narcotics Mission

hirty members of Fleet Composite Squadron (VC) 6 Unmanned Aerial Vehicle, Det. 2, Patuxent River, Md., recently played a large role in support of Operation Alliance, the president's counternarcotics mission. LCDR Pete Ulrich, officer-in-charge, and his detachment operated from NAF El Centro, Calif., where they flew the Pioneer Unmanned Aerial Vehicle (UAV) for Commander, Joint Task Force (JTF) 6, and in direct support of the U.S. Border Patrol, Imperial Valley, Calif.

During Operation *Ghostrider II*, JTF 6 Det. 2's aircrew flew 33 sorties totaling 100.3 flight hours in an effort to stem the flow of drugs across the U.S.-Mexico border.

#### **Admiral Clark to Take CNO Helm**

DM Vern Clark, Commander-in-Chief, Atlantic Fleet, will relieve ADM Jay L. Johnson as Chief of Naval Operations (CNO) this month.

"I am tremendously pleased that the President has nominated Admiral Vern Clark to be the next Chief of Naval Operations," ADM Johnson remarked. "He is an officer of outstanding character, keen intellect and broad operational experience who cares deeply about our men and women in uniform and their families. He will be a superb Chief of Naval Operations."

ADM Clark recently testified before the Senate in confirmation hearings, stating that one of his key concerns is readiness. "It means simply taking care of the Navy that the American people have already invested in," Clark said.

Clark also gave Senators a glimpse of his vision for the future. "I want to lead a Navy

that holds quality of service for our sailors as a top priority in mission and combat readiness." Clark has previously defined quality of service as a combination of quality-of-life initiatives and the Sailor's work environment, including facilities, tools, training and information.

ADM Clark was born in Sioux City, Iowa, and raised in the Midwestern states of Nebraska, Missouri and

Illinois. He earned his undergraduate degree from Evangel College in Springfield, Missouri and then received an MBA from the University of Arkansas. He entered Officer Candidate School in Newport, R.I., and was commissioned an Ensign in August, 1968.

Starting his career in destroyers, Clark served aboard USS John W. Weeks (DD 701) and USS Gearing (DD 710). While still a lieutenant, he moved to command of USS Grand Rapids (PG 98); he later commanded USS McCloy (FF 1038), USS Spruance (DD 963), the Atlantic Fleet's Anti-Submarine Warfare Training Center, Destroyer Squadron 17, Destroyer Squadron 5, the Carl Vinson Battle Group/Cruiser Destroyer Group 3, and Second Fleet.

Clark's first shore assignment as a junior officer was in the Pentagon. His initial tour was in the Office of the CNO, where he served as the Special Assistant to the Director of the

Systems Analysis Division. In two other OPNAV assignments, he served as Administrative Assistant and Aide to the Deputy CNO (Surface Warfare) followed by an assignment as the Administrative Aide to the Vice CNO. He served one tour on the staff of Commander, Naval Surface Force, U.S. Atlantic Fleet as Head of the Cruiser-Destroyer Combat Systems Requirements Section and Force Anti-Submarine Warfare Officer.

While serving as Commanding Officer of the Atlantic Fleet Anti-Submarine Warfare Training Center, he established and served as the first Commanding Officer of the ASW Training Group, Atlantic, a command created to provide master's level training to senior officers in coordinated ASW. His final shore assignment prior to being selected for flag rank was on the Joint Staff, where he was assigned in the Operations Directorate.

During this tour, he directed the Joint Staff's Crisis Action Team during Operations Desert Shield and Desert Storm.

Clark's first flag officer assignment was joint duty at the U.S. Transportation Command, where he was both Director of Plans and Policy (J5) and Director of Financial Management and Analysis (J8). Then, while commanding the Carl Vinson Battle Group,

he deployed to the Arabian Gulf and later served temporarily as Deputy Commander, Joint Task Force Southwest Asia. He then served as the Deputy and Chief of Staff, U.S. Atlantic Fleet.

Following selection to three star rank, he assumed command of Second Fleet and NATO's Striking Fleet Atlantic. He then moved to the Joint Staff to assume duties as the Director of Operations where he served until taking the position as Director, Joint Staff. Clark became the 24th Commander-in-Chief, U.S. Atlantic Fleet on 17 September, 1999.

Clark has received the Defense
Distinguished Service Medal (three awards),
the Distinguished Service Medal, the Legion of
Merit (three awards), the Defense Meritorious
Service Medal, the Meritorious Service Medal
(four awards), the Navy Commendation
Medal, and various other service medals and
unit awards.

The Pioneer UAV proved to be a valuable asset to JTF-6 and the Border Patrol, providing real-time, forward-looking infrared imagery of illegal border activity. The combined efforts resulted in the apprehension of 307 suspected drug traffickers and the seizure of illegal narcotics totaling \$39.7 million in street value. Story by LTJG David A. Benham, public affairs officer, VC-6 Det. Patuxent River, Md.

#### Invest Today — Enjoy Tomorrow

ver wonder why U.S. Savings Bonds stay so popular? A few short answers are: safety, ease of purchase, tax advantages, financing education, retirement and improved market-based rates are just a few. Savings Bonds are guaranteed to never lose money. They help keep the U.S. economy strong. And it's a safe, sound way to invest for your future, the future of your children or other loved ones. For more information, contact your Command Savings Bond Rep or visit the web page at: www.savingsbonds.gov

#### NMC Portsmouth Uses Hypnosis to Help Treat Patients

aval Medical Center
Portsmouth (NMCP) is
always looking for new,
innovative ways to treat patients
and expedite the healing
process. Sometimes even the
uses of unconventional or alternative medical practices are
used to fulfill this purpose.

One such form of complementary medicine being practiced at NMCP is the use of clinical hypnosis.

Contrary to popular belief, hypnosis is not an evil, sinister device, used on an unwilling

#### Around the Fleet

person for the mesmerizer to attain his goals as portrayed in the 1931 film, "Svengali."

In fact, it's quite the opposite. For hypnosis to work, the subject must want it and be 100 percent willing to allow themselves to be "put under" the influence so that their mind is more open to suggestion.

According to CDR Michael R. Eslinger (Nurse Corps) one of NMCP's resident hypno-therapists, patient response in the pain clinic is so successful that the

Story by JO2 Duke Richardson, Naval Medical Center Portsmouth, Va.

#### **Inventors Honored**

The Navy's Carderock
Division honored civilian
employee inventors at
their annual patent award ceremony. Since last year's
ceremony, 74 current and
former employees were granted
40 patents for inventions associated with work for Division

treatment of shipboard oily waste water, electrolytic disinfectant systems and improvements in ship hatch systems.

With only 2,000 scientists and engineers, the Carderock Division ranks third in the U.S. Navy for patents.

Story By Tom Warring, Public Affairs Office, Carderock Division, Naval Surface Warfare Center, Naval Sea Systems Command wingman, "Two SAMs (surface-to-air missiles) lifting at 12 o'clock." No other radio messages were heard. The first missile missed his wingman, but the second struck Hall's aircraft. No parachute was observed, and no emergency radio beepers were heard.

In 1989, Vietnam repatriated to the United States 15 boxes allegedly containing the remains of U.S. servicemen. One was believed to be Hall, but forensic science at the time could not confirm identification. His case was placed in a hold status pending the receipt of new evidence or the development of new forensic techniques that would assist in the identification.

Joint U.S.-Vietnamese teams, led by the Joint Task Force- Full Accounting, conducted investigations and excavations at suspected crash sites in 1993 and 1994. They found no remains, but did recover several pilotrelated items. Mitochondrial DNA testing assisted in confirming the identity of the remains recovered in 1989.

On March 17, 1969, Finney was flying in an A-6A aircraft on a night armed reconnaissance mission over Laos. Crewmen from other aircraft in the area observed an explosion in the vicinity of the target followed by a second explosion nearby which was believed to be that of Finney's aircraft. There were no parachutes sighted and no emergency beepers were heard. Search and rescue efforts were terminated several days later when no signs of survivors were found.

In 1995 and 1999, American and Laotian teams interviewed local villagers in the area of the crash, then conducted an excavation in Savannakhet province. A local worker turned over a military identification tag relating to Finney's fellow crewmember. The team also recovered numerous pieces of



demand is greater than the ability to offer the service. Eslinger is the only nurse anesthetist to earn the title of "Approved Consultant to the American Society of Clinical Hypnosis."

The benefits of hypnosis in the management of chronic pain, obstetrics, perioperative enhancement, stress management, weight management and smoking cessation are well documented in the saving many man-hours due to sick days lost.

If you are interested in clinical hypnosis or would like additional information, you can contact Eslinger by pager (757)682-1260 or e-mail him at mreslinger@mar.med.navy.mil.

programs. These innovators were individually recognized for significant contributions to the U.S. Navy (and to the United States).

At the same time, 16 first-time inventors were recognized by induction into the Carderock Inventors Club, an honorary society celebrating the issuance of the first U.S. patent bearing a Navy inventor's name. In addition, 73 employees were recognized as a group as inventors of 34 patent applications filed during the same period.

Examples of the patented technologies include advanced propulsor systems, submerged object detection, ceramic polymer composite materials, corrosion-resistant coatings,

#### Vietnam War Remains Identified

wo more servicemen
missing in action from the
Vietnam War have been
accounted for and are being
returned to their families for
burial in the United States.

They are identified as Navy CDR James W. Hall of Los Angeles, Calif., and Marine Maj. Charles E. Finney of Saltillo, Miss.

On Oct. 28, 1972, Hall took off from the carrier USS America (CV 66) in his A-7C Corsair on a surface-to-air missile suppression mission. Over the target area in Nghe An province, North Vietnam, Hall was heard to radio to his

aircraft wreckage, personal effects and possible human remains. This evidence aided in the final identification.

With the accounting of Hall and Finney, 2,029 servicemen remain missing in action from the Vietnam War. Another 554 have been identified and returned to their families since the end of the war. Analysis of the remains and other evidence by the U.S. Army Central Identification Laboratory Hawaii confirmed the identification of these two men.

Story by Mine Warfare Command public affairs.

#### Volunteers Shiver for Science

he Navy's submarine force has compiled a safety record that is the envy of the world, yet the Navy wants to be prepared for any accident that could occur.

Working from the point of view that it would take no more than seven days to get deep submergence rescue vehicles and support ships anywhere in the world, researchers at the Naval Submarine Medical Research Laboratory (NSMRL) in Groton, Conn., recently conducted a survivability study.

For seven days volunteers were locked in an airtight chamber that was kept as cold and damp as a submarine would be if it were trapped on one of the continental shelves. The chamber was closed and the temperature reduced over a 15-hour period to 39 degrees Fahrenheit, while the humidity was increased to 85 percent.

"It was actually quite unpleasant for the subjects," explained Dr. James Francis, principal investigator for the experiment. "Their air contained 2.5 percent carbon dioxide (CO2) with 16.75 percent

oxygen, so it was quite different from what they are used to breathing. Their diet was made up from food a sub normally carries and they were given 2,100 calories a day. However, it couldn't be cooked or even heated. This included canned and packaged foods, powdered milk, or anything else ... all edible, of course."

Several tests were performed on the volunteers, including a series of tests of the circulatory and ventilatory responses to the cold. The objective of the study was to achieve seven days survivability without increasing the CO2 absorbent stores because space is at such a premium on a submarine.

"When a sub has electricity, they can recycle the air, but when they lose power, they have to rely on an absorbing material, lithium hydroxide, to scrub the carbon dioxide they produce while breathing," said Francis. "One of the main questions we wanted answered was 'how much carbon dioxide would a survivor produce?""

"What we learned was that if the survivors stay in their bunks and sleep a lot they produce less carbon dioxide than we thought. For example, we had expected that a person would breathe out carbon dioxide at the rate of 0.1 pounds per man/hour, but from the results we got, this number is closer to 0.08. So it looks like submarines won't need to carry quite as much CO2 absorbing material as we thought."

For more information about the Naval Submarine Medical Research Laboratory, go to: www.nhrc.navy.mil/nsmrl.

Story by BUMED, Medical Research and Development Division

#### TIME CAPSULE

All Hands looks back to the Navy's search for the world's deepest water (1950), the first successful deployment of the F-14 Tomcat (1975) and the decommissioning of USS Coral Sea (CV 43) (1990).

#### 50 Years Ago - June 1950

Immortal fame was said to be offered to the ship discovering the world's deepest water. All Hands reported on the Navy's search for the record depth that would never be broken, believing the Mindanao Trench east of the Philippines was the answer. Ten years later, Navy LT Don Walsh accompanied the

submersible *Trieste* to a depth of 35,800 ft. in the Mariana Trench, now proven to be the deepest place on earth with an estimated depth of 36,198 ft. Also, after four years of Navy atomic experimentation, we announced a new process called ship "decontamination."

#### 25 Years Ago - June 1975

All Hands described the first successful deployment of the new F-14A Tomcat. Also, on the first of the month, the Navy adopted the double-breasted coat and tie as the uniform for all Navy personnel, seaman to admiral, and banished (for a while) the cracker jack and khaki uniforms. We announced that be

jack and khaki uniforms. We announced that blue dungarees with flared legs would soon be introduced.

#### 10 Years Ago - June 1990

ADM Kelso was just assuming the title of Chief of Naval Operations. We reported the decommissioning of USS *Coral Sea* (CV 43) and told the story of a Jewish Navy Chaplain who worked for a month with the Soviet Union, keeping secret his Navy affiliation for fear it would somehow dilute his religious mission.

#### Mine Warfare Ships to Hunt Mines, Recruits

ive Mine Force ships of Mine Countermeasures Squadron (MCMRON) 2, Gulfport, Miss., are on an extended, dual-mission deployment to the Great Lakes and up the Mississippi River, with several fleet exercises in between.

Mine countermeasures ships USS Defender (MCM 2) and USS Sentry (MCM 3), along with coastal minehunters USS Robin (MHC 54), USS Kingfisher (MHC 56) and USS Black Hawk (MHC 58), which make up Mine Warfare Readiness Group (MIWRG) 1, will tackle mine countermeasures and the recruiting mission during the deployment.

The group will participate in a Composite Unit Training Exercise (COMPTUEX), a Joint Task Force Exercise (JTFEX) with USS George Washington's (CVN 73) Battle Group, and in the Caribbean phase of the annual UNITAS exercise.

"Operating with the fleet and our international partners from South America is an excellent opportunity for us to support the fleet engagement strategy by teaching mine countermeasures to our shipmates," said CAPT H.L. Broughton, commander of MCMRON 2. "Being able to

#### Around the Fleet

exercise like we fight is critical to our success."

COMPTUEX is the intermediate phase, at-sea portion of the Atlantic Fleet inter-deployment training cycle (IDTC) designed to fully integrate the various parts that make up a carrier battle group. MIWRG 1 will integrate mine countermeasures, operating in the Gulf of Mexico and Pensacola, Fla., operating areas.

During the advanced phase JTFEX, participating forces will be tested on their ability to deploy rapidly; conduct joint operations during a crisis; and refine tactics, techniques and procedures in joint force operations. JTFEX will take place in the waters off Virginia and North Carolina.

### B O O K R E V I E W: Flags of Our Fathers By James Bradley, with Ron Powers

Iwo Jima. The very name of this remote Japanese island invokes both pride and reverence in the hearts of Marines and Sailors alike. Look at the photo of six Marines and Sailors raising "Old Glory" atop Mount Suribachi on the fifth day of this decisive World War II battle. Who were these six men; what happened to them after the 1/400th of a second it took to freeze their images forever in time?

James Bradley, the son of Navy Pharmacist Mate Second Class John "Doc" Bradley, one of the six flag raisers, answers these questions and more in his new

book, Flags of Our Fathers, written with Pulitzer Prizewinning journalist Ron Powers. It's the story of six young men (none were older than 25 when the battle began) from across the American landscape, who were called to serve their country in the greatest conflict of the 20th century. John Bradley, Appleton, Wis., (age 22); Franklin Sousley, Hilltop, Ky., (age 20); Harlon Block, Rio Grand Valley, Texas, (age 21); Ira Hayes, Gila River Indian Reservation, Arizona, (age 22); Rene Gagnon,

Manchester, N.H.. (age 20) and Mike Strank, Franklin Borough, Pa., (age 25) all hit the beaches of Iwo Jima on Feb. 19, 1945, with their Marine brethren and stepped from obscurity into history.

Yet, none sought glory for their inspiring act. Three died before the battle for Iwo Jima was won. Two of the survivors had difficulty dealing with the subsequent fame thrust upon them.

Conversely, "Doc" Bradley never told his wife or eight children much about his experiences on Iwo Jima, not even that he had been awarded the Navy Cross for subsequent actions during the battle. The author and his siblings found 3 boxes of materials related to the battle after their father's death in 1994 and it is these materials, and some four more years of research, that serve as the basis for this exceptional book.

It is a gripping, personal story of six very young men, born into the Great Depression, thrust into a world war, members, as Tom Brokaw has written, of the "greatest generation."

It is also the sweeping story of the war in the Pacific.

In the words of noted historian and World War II author Stephen Ambrose, "[Bradley] has produced the best book I've read ... I've received hundreds – thousands – of letters asking me

when I'm going to do the Pacific. Now I can tell them I don't need to – they should read this book."

In World War
II, Marines were
awarded a total of
84 Medals of
Honor and one
third of them,
27, were
awarded for
actions on Iwo

Jima. As former Commandant of the Marine Corps Gen.
Charles Krulak told the author and members of the Bradley family on a tour of Iwo Jima in 1998, "It is holy and sacred ground, to both us and the Japanese." As Doc Bradley would tell his son, in one of the few conversations they had about the war, "the true heroes of Iwo Jima were the ones who didn't come back."

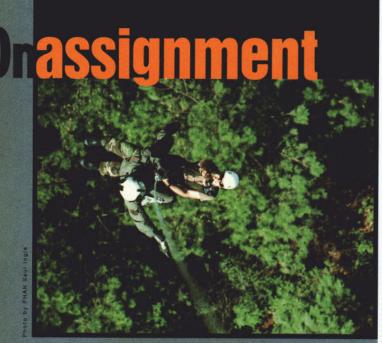
Flags of Our Fathers is a must read. 

✓

Review by JOC Richard L. Gorham (USNR-R)

#### Reserve Seabees Participate in Military Training Exercise

lose to 1,000 Reserve
Seabees of the 7th Naval
Construction Regiment
(NCR) recently participated in
a military training exercise at
Marine Corps Base Camp
Lejeune, N.C. Known as Sharp
Wedge, the exercise is
conducted annually to increase
the military readiness of Naval
Reservists in the Naval
Construction Force (NCF).



"If I was in a sinking boat, I'd feel better if I was in the area covered by the Patuxent River Search and Rescue team," said JO1 Robert Benson, who traveled to the Maryland facility with PHAN Saul Ingle to cover the "So Others May Live" story on Page 32. Here he dangles from a UH-3H helicopter to get a shot. "The team was very tight, and they continuously train to improve their skills. They are a very impressive group."

Sharp Wedge participants included the 7th NCR from Newport, R.I.; Naval Mobile Construction Battalion (NMCB) 21 from Lakehurst, N.J.; NMCB 26 from Mt. Clemens, Mich.; NMCB 27 from Brunswick, Maine; and Construction Battalion Maintenance Unit (CBMU) 202 from New London, Conn.

During *Sharp Wedge*, Reserve Seabees performed military training, tactical construction and a field combat exercise. U.S. Marine Corps units from Camp Lejeune assisted the Seabees by providing instruction and acting as aggressor forces.

NCF units provide responsive military advanced base construction support, general military construction and defensive combat operations in support of Navy, Marine Corps and other agencies as directed. The NCF maintains its ability to perform these functions through regular military and technical training as well as peacetime construction projects.

Sharp Wedge provided the Seabees with an opportunity to engage in realistic and challenging military training that builds experience levels, confidence and teamwork. The exercise maintains Reserve Seabee

#### Sailors Read to Their Children While Underway

f you miss reading bedtime stories to your children while you're at sea, then how do you think they feel?

They probably miss hearing your voice and seeing your face while you read to them in that special way that only you can. Parents at sea and their children ashore don't need to miss that anymore. Not with a program called "United Through Reading," now available to parents on board USS Bonhomme Richard (LHD 6).

"I think it's great having a program on board allowing parents to read to their children," Servian said. "I mailed off my first video in Hawaii. My wife sent me an e-mail after they got the video and she said it was great being able to have this program so our daughters could see and hear me without breaking that bond we have."

"She told me that as soon as bed time rolls around, they drink their milk and then they're ready for the video," he said. "I rec-

## INNOVATORS

The program, which comes from the Family Literacy Foundation, offers parents at sea an opportunity to communicate regularly with their children by reading a story aloud on videotape. Reading aloud on videotape brings the parent directly into their children's living room. In addition to reading a story, the parent can also continue parenting from thousands of miles away by speaking to their children directly on the videotape.

Boiler Technician 1st Class Victor Servian, of El Paso, Texas, is one parent who is already seeing benefits of the program.

ommend that everybody on board that has children take advantage of this program. It's really good."

So parents, the next time you go to sea, remember you can still read your children their favorite bedtime stories. You'll both be glad you stayed "United Through Reading."

Story by J01(SW) Robert W. Garnand, public affairs office, USS Bonhomme Richard (LHD 6).

readiness and national defense relevance by ensuring their ability to mobilize and rapidly deploy to support real-world missions.

The emphasis of *Sharp Wedge* was on realistic training, cooper-

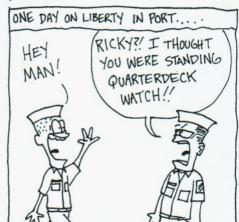
ation and the interoperability among participating units.

For more information about Navy Seabees, go to: www.chinfo.navy.mil/navpalib/ factfile/personnel and click on "Seabees", then "seabees1" 🛂

Story by 2nd Naval Mobile Construction Battalion public affairs.

#### Ricky's Tour

By JO2 Mike Jones



GOT IT COVERED!

mikejones43@hotmail.com





CDR Laurel Clark and LCDR Alan Poindexter stand in Rocket Park next to a Saturn 5 rocket, which would have been used to go to the moon. Rocket Park is a popular attraction at the Johnson Space Center where spectators can see the enormous sizes of NASA equipment.

## Exploring the Ocean of

Story and photos by PH2(AW) Jim Watson

S THE MORNING LIGHT CREEPS OVER THE HORIZON, THE CREW AWAKES TO YET ANOTHER AMAZING SUNRISE.

The ship's bell chimes right on time as it usually does, echoing down the p-ways and finally fading away not to be heard for another half hour.

Ship's log entries are made. The day begins as they slide out of their racks and make their way through the cramped environment to the galley and their respective work centers. Shift changes take place and watches are relieved, as light from the center star of our universe paints the ship with morning sunshine.

Sounds like any other day at sea, right? Well, it should, because in many ways it is like being at sea. But here, orbiting 220 miles above the earth in the International Space Station

220 miles above the earth in the International Space Station (ISS), there are no port calls, and you can't exactly walk outside to get a breath of fresh air. But for astronauts from

every branch of service and from 16 different nations around the world, this is the closest they will get to Navy life while deployed in outer space; and what a view!

Naval traditions, customs and our very own Sailors have had a strong presence in space travel since the beginning. Starting with America's first man in space, Navy pilot CDR Alan Shepard, LCDR James Lovell who was first to orbit the moon on Apollo 8, and Naval Aviator Neil Armstrong, who became the first man to walk on the moon, the Navy has played a key role in ensuring the United States was at the fore front in the space race. Even the first space shuttle launch, *Columbia*, in April 1981, was manned by an all-Navy crew.

Today there is a new challenge running at NASA, calling on the experience of people from all over the world — the International Space Station. And once again the Navy

is a key player.

"Naval aviators are working here at NASA trying to incorporate the lessons learned from generations of Sailors," said CAPT Jeff Ashby, NASA astronaut and veteran shuttle pilot.

"Coming from a shipboard environment where we live and work in close quarters with each other for months at a time makes our presence here very important."

Beginning in October of this year, Navy CAPT William Shepherd will be the first commander of the space station, and his two-man Russian crew will be the first team to begin living on the ISS to start a permanent human presence aboard the

CAPT Daniel Bursch and his STS-68 blue shift team members show what it is like sleeping while in space. The crews of the space shuttle are under the same cramped lifestyle as many sea-going Sailors today.



## Piloted by CDR Dominic Gone, the Space Shuttle *Endeavour* lifts off from Kennedy Space Center launch pad 39A, to officially begin the Shuttle Radar Topography Mission (SRTM). 17 JULY 2000

Top -CAPT William Shepherd will be the first commander of the International Space Station, where he and two Russian cosmonauts will spend five months on the ISS starting a permanent human presence aboard the outpost.

Middle – Although it is a learning environment, instructors map out each training exercise in full detail to ensure that if the time arises for emergency procedures, the candidates will remember their training and save lives.

Bottom – CAPT Daniel Bursch and retired Navy CAPT Frank Culbertson, Mission Commander, brush their teeth while weightless during their STS-51 mission.

terrestrial outpost. The deployments are scheduled much like shipboard deployments, lasting four to six months, after which a new crew will replace the old.

Shepherd and his crew will be conducting scientific tests and assisting in the first few months of critical assembly activities the station requires. The

assembly of the ISS will take five years, with a scheduled completion date in 2005.

"We will be installing Navy customs and traditions on ISS that will eventually be carried throughout the universe," said Ashby. "It's as if this is our first ship and we are learning to sail."

The ISS is the largest and most complex international scientific project in history. It represents a move of unprecedented scale that began in 1998 with the launch of the first two components, the *Unity* and *Zarya* modules. Led by the United States, the ISS draws upon the scientific and technological resources of Canada, Japan,



Right – A digital artist's concept of what the International Space Station will look like after completion.



Illustration courtesy of NASA

been given to naval officers. Maybe that's why when you're reading sci-fi books or watching

"Star Trek" on TV, a lot of the terminology reflects Navy jargon found throughout the fleet.

"It is so interesting, yet I never made the connection until I got here," said CDR Chris Ferguson, astronaut candidate at Johnson Space Center (JSC) in Houston. "There are so many similarities

Russia, Brazil and 11 other nations of the European Space Agency.

Yet, the ISS is not the only NASA equipment influenced by the Navy. More than 40 percent of all leadership positions for space missions since 1961 have



Ferguson is one of many Navy candidates at Johnson Space Center who are going through 18 months of basic astronaut training, followed by two years on various project teams to prepare them for shuttle missions and ISS deployments.

"It is all very exciting," said Ferguson. "The shuttle training aircraft is probably the most exciting for me so far. NASA

shuttle landings."

Piloting the space shuttle is an amazing opportunity for the naval aviators, and although it can be much like flying a jet, it takes countless hours of simulator time and training for every possible emergency. Thousands upon thousands of switches make up the cabin and the interior of the shuttle, and



Top – CDR Chris Ferguson struggles to zip up his space suit before emergency egress Mode 8 bailout training.

> Middle – CDR Ferguson readies himself as he straps into the pilot's seat of the mock space shuttle used at Johnson Space Center.

Bottom - CDR Ferguson prepares to come out behind his classmate who is

performing a "Mode 8" bail-out from the mock space shuttle during the candidate's initial emergency egress training.

learning what they all do can be mind bending.

"It takes you a year just to figure out what all the switches do," said LCDR Alan Poindexter, astronaut candidate at JSC.

"There are more
than 1,000 switches
in the cockpit alone,"
added CDR Michael
Foreman as they
both went through
the Single Systems Trainer,
which tests
them on various
emergency
procedures for
the space shuttle.

It may look like aviators are the only ones influencing NASA in the space program, but it's quite the contrary. The Navy has SEALs, divers and flight surgeons in the astronaut program and is looking for submariners to draw on their experience with nuclear power.

"As it stands now, it will take two and half years to go to Mars and back, and the window of opportunity is very time critical (every two years when the Earth and Mars are in close orbit together)," said Ashby.

"Yet nuclear power could someday help

in making space travel faster and more cost efficient."

While it may not be clear where the future will take us in the cosmos, one

thing is certain — everyday Navy Sailors go where no one has gone before. ☑

Photo courtesy of NASA

Watson is a photojournalist assigned to All Hands.



### Space Space

Inset – Robert Barnett assists CDR Robert
Curbeam Jr. into a pressurized and speciallyweighted (for neutral buoyancy) training version

Inset – Robert Barnett assists CDR Robert
Curbeam Jr. into a pressurized and speciallyweighted (for neutral buoyancy) training version
of the extravehicular mobility unit (EMU).
The astronauts frequently use the suit in
a giant pool to rehearse both scheduled and
contingency space walks.

Left – CDR Robert Curbeam Jr., attired in a pressurized and specially-weighted (for neutral buoyancy) training version of the extravehicular mobility unit (EMU), rehearses a space walk in the Neutral Buoyancy Lab. ratory (NBL) at the Sonny Carter Training Center near Johnson Space Center. The training took place prior to Curbeam's assignment as a mission specialist on the STS-98 mission.

Along with photographing training on board NASA's KC-135 zero-gravity aircraft, LT Scott Norr (left), serves as technical monitor of the photographic laboratory at Johnson Space Center. He is responsible for all the original mission film processing for the Space Shuttle and upcoming ISS missions. The Reduced-Gravity Program was started in 1959 to investigate human and hardware reactions to operating in weightless environment.

Navy Eyes in the City

## Recruiting in 1778 Square

Story and photos by Jo'l Robert Benson

If he can make it here, he can make it anywhere; home for ET2(SS) Jay Gibson is in the big city. As a recruiter, he spends much of his time in the Times Square recruiting office.





From the inside, it almost looks like a casino
— the recently renovated Times Square
recruiting station is a landmark in the Big
Apple. ET2(SS) Jay Gibson is oblivious to the
throngs of tourists and business people
outside as he talks on the telephone.

City who has street smarts and charm. He's got the looks and influence to recruit just about anyone.

At 3:30 a.m., Gibson leaves to meet a recruit in Harlem. The young man is destined for the nearby MEPS station in Brooklyn.

"I've never had anything like this before in the Navy," said Gibson. "As a recruiter I can change people's lives in a positive way. I've seen people who have nothing, and I put them in." That, says Gibson, makes the long hours worth it.

At 4 a.m., he arrives at the recruit's apartment. By 5 a.m., he's at MEPS. At 8:30 a.m., he's back in his Times Square office, and at 9 a.m., he's in Grand Central Station, manning a portable Navy booth.

Neatly stacked on the table are "Go Navy" brochures, Navy key chains, Navy water-bottles, Navy stickers and Navy pens. Instinctively, some young commuters are drawn to the table.

Gibson, in his working blues and white hat, stands out like a sore thumb in the train station — something he uses to his advantage.

"Como está?" he says to a young New Yorker. The young eyes light up, surprised that the man in the uniform knows Spanish.

"It helps to speak two languages," said Gibson. "They let their guard down if you speak their native language." After a pitch, he hands the teenager a card and shakes his hand, New York Citystyle.

"A lot of these people I won't see again," said Gibson. "Most of them are just passing through. A lot will go to a recruiting station near their home. Some might come back here. It's a 50-50 shot. I think of myself as a farmer: I'm planting seeds. Navy seeds." On a good day Gibson will hand out 50 to 60 cards ....

"I tell people the good and the bad. If what I offer them is better than what they have at home, they're almost in. Once I get the parents on my side, they don't turn away. Parents know that if they stay out on the streets they're gonna get in trouble."

At 10 a.m. he's back in his car, driving to Harlem to drop off some paperwork. Quick bite to eat in Chinatown, then it's back to Times Square. Dozens of messages await him on his answering machine. Time for some "phone power" — follow-up telephone

ET2(SS) Jay Gibson passes out Navy material inside Grand Central Station.

conversations on leads.

It's noon.

Knocking on the recruiting office door, which is always locked for safety, is a young, non-native English speaker. Gibson buzzes him in. Kid says he wants

## "As a recruiter I can change people's lives in a positive way.

I've seen people who have nothing, and I put them in."

That, says Gibson, makes the long hours worth it.

Each morning ET2(SS) Jay Gibson spends time in Grand Central Station to scout potential recruits.

to be a SEAL. Some small talk, an explanation of SEALs and a barrage of obligatory questions follow:

"Have you ever been arrested?"

"Do you have a high school diploma?"

"Any major medical problems?"

"Use drugs?"

"Married?"

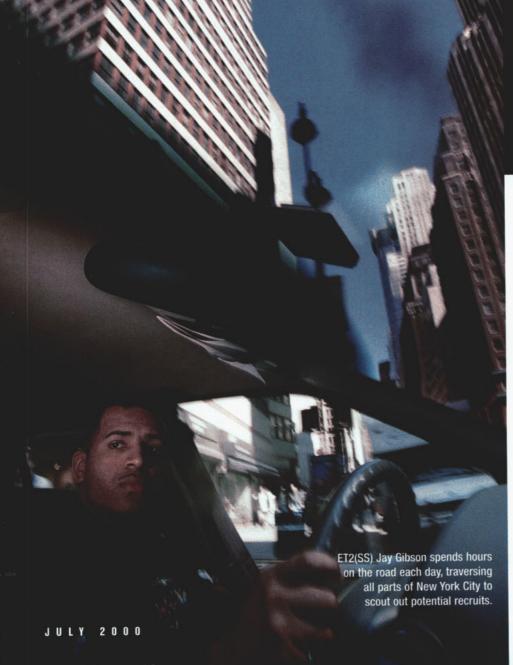
"Children?"

"A lot of good people come through here, but some we can't take because of their background," added Gibson.

Gibson's monthly goal is two people, but with the high traffic in the area he's encouraged to find more.

"A lot of people don't know the good things the Navy has to offer. The Navy will sell itself. It has the best benefits of other branches and has the most technical jobs."

Mess Management Specialist Seaman Noemie Gonzalez, now working in the galley aboard USS *Seattle* (AOE 3) in Earle, N.J., recognized the great opportunities the Navy had to offer; one year ago,



# Recruiting in times Square

Navy Sea Cadet Joseph Sahid is exhausted after a morning assisting ET2(SS) Jay Gibson (on phone) in recruiting.



of a friend to me than a

she was recruited by Gibson.

"He was more of a friend to me than a recruiter," she recalled. "Whenever I had a question he always provided honest answers. He was so helpful."

Gonzalez said Gibson was able to relate to her better because they both shared similar backgrounds. "He was from the Bronx like me. He knew if I didn't join the Navy, I wouldn't make it out here in this place. Now I'm ecstatic to be in. He helped me make the best choice of my life."

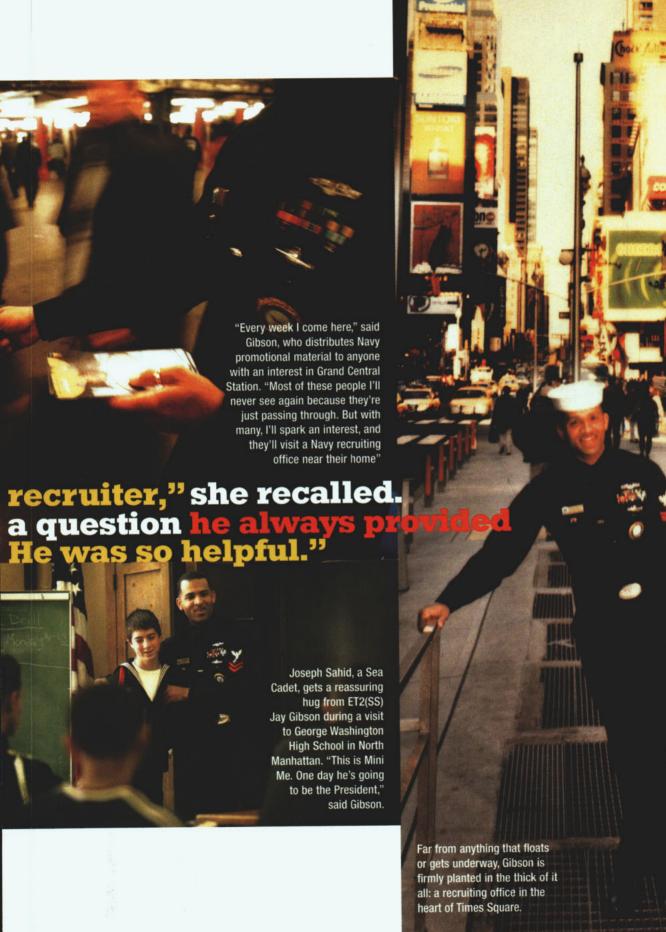
As Gonzalez garnishes a plate of food, just the way she learned at the Navy's mess specialist school in San Antonio, she's excited about foreign countries she'll see and remembers the first few steps that changed her way of life. She remembers the long talks with Gibson, the advice, the honesty and boarding the plane that would fly her life in a whole new direction.

Yeah, New York cabbies have nothing on Gibson. He knows the roads, and the maps ingrained in Gibson's head include the ins and outs of changing people's lives. From one customer to the next, street-savvy ET2(SS) Jay Gibson is adding up fares a cabbie can't touch.

Benson is a photojournalist for All Hands.

Just outside the front door of his office, ET2(SS) Jay Gibson is stopped by a former Navy veteran with sea stories. With thousands of people passing by his door every morning, such an occurrence is the norm.





A phenomenon is sweeping the Navy. Sailors who got out now want back in.

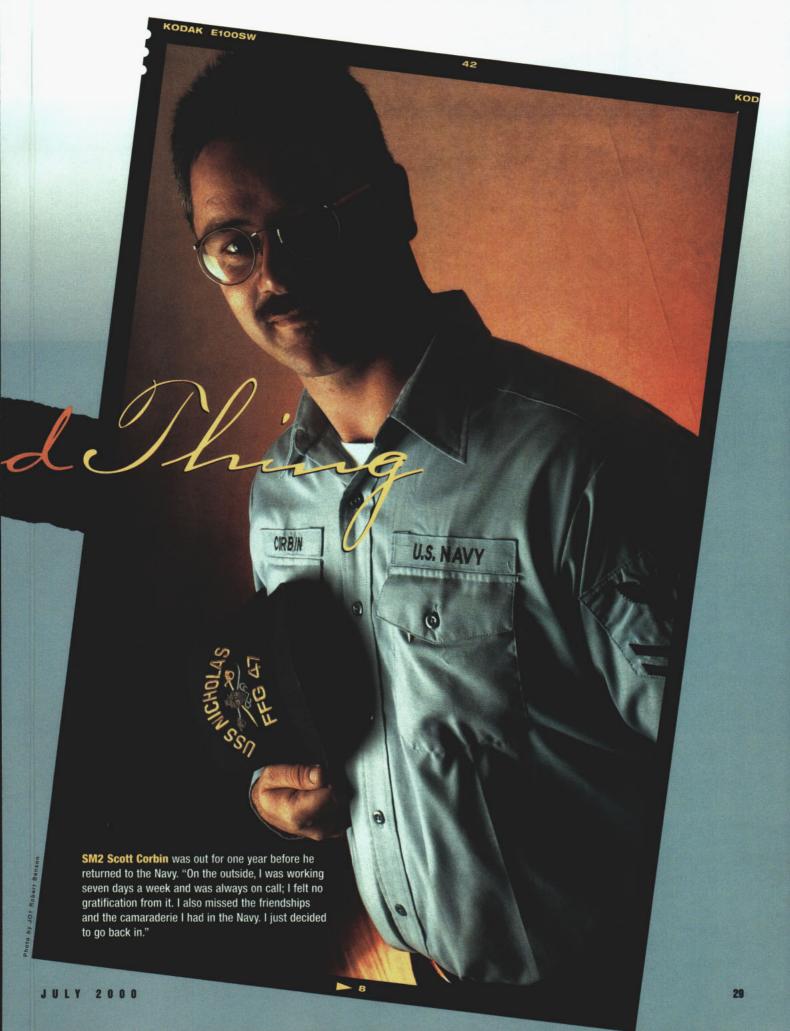
What's going on?

rude convenience store customers; no more on-call, seven-day-a-week minimum wage struggles; no more lack-of-job-satisfaction

For SIGNALMAN 2ND CLASS SCOTT CORBIN and countless others like him, those memories of civilian life are a thing of the past. The Colorado Springs, Colo., native wasn't happy with life after he left the Navy — he wanted back in and he got it.

There's a phenomenon happening in record numbers across the Navy: people who quit are now returning to service. Even with the booming economy, the numbers of returnees — Navy veterans or "NAVETs" — are increasing. Why? Listen to the stories of some NAVETs and you'll hear tales of camaraderie, job satisfaction, excitement and adventure that wasn't matchable on the outside. Getting out? "Think long and hard about it," warns Corbin.

"I've come to find that during my year out of the Navy I actually made more money while I was in," said Corbin. "The total number of gross dollars looked like more on the outside, but by the time I got done paying for life insurance and medical, it just didn't balance out."





Corbin, who was working at a convenience store, got tired of the daily "grind." "One day I just came to the realization that I was tired of working seven days a week and being on call. I was working constantly and so was my wife."

Inspired by pay raises and enhanced benefits in the Navy, Corbin went to his recruiter and asked to return to the Navy. He said he missed the friendships, the camaraderie and knowing people around the world.

"When I got out, I never thought I would come back in. But there were just so many changes (in the Navy) that year. Now I'm really happy I'm back in. I tell the younger guys to take a hard look at what they're doing, and think long and hard before getting out."

Corbin is stationed on USS *Nicholas* (FFG 47), with 10-section duty and 6 a.m. to 1 p.m. hours.

MASTER AT ARMS 1ST CLASS MARK
STERLING had it all. He was living "fat" in
the outside world after he got out. As
chief of police in Oklahoma County,

out for 10 years before he returned to the Navy. "I would have had to make \$60,000 on the outside to match what I would make in the Navy as an E-6 with more than 18 years. Job security and the wages and benefits of the Navy are hard to match."

Okla., Sterling had 21
people working for him. He
was well-known throughout
the state and had a takehome patrol car, wore a side
arm and was making good
money. He was hailed as a
hero in his hometown after
saving lives at the Oklahoma
City Federal Building bombing.
Sterling was awarded the
Medal of Valor, the Medal of
Honor from the Oklahoma City

bombing and he was nominated for the Congressional Medal of Freedom. Still, something was missing....

"I started to look at my future more," he said. "For me to make the same kind of money on the outside as I did in the Navy as a first class,

SK2 Alan Lewis was out for two years before returning to the Navy. "I get things out of the Navy that are more valuable to me than money: friendships, job security, the whole package. For me, the Navy is perfect."

I would have had to bring home \$60,000. As a chief of police, I brought home \$1,600 per month. In the Navy, I'm making \$2,600, and that's not even

including the benefits. For me, the pros of the Navy definitely outweighed the cons."

Sterling was in the Navy initially from 1986 to 1990. He got out for the police job, and returned in 1999.

"Since I've come in, I've found that the Navy has changed 180 degrees. The Navy treats me like I'm somebody; before it was 'hurry up and get it done, if it turns out fine, that's good.' Now, they consider the people more. The quality of life is also 180 degrees better than it was. The professionalism of the people is wonderful. It really is.

"I'm glad to be back in the Navy. I would caution those who are thinking about getting out to really look at the money and benefits. You'll find you have to make a lot of money to equal what you have in the Navy. It isn't such a nice world out there."

During the Oklahoma City bombing he pulled bodies —

babies included — out of the charred, burning wreckage. After that fateful day, one that he remembers vividly today, he "just went home and cried."

## Missing a Good Thing

"It took the wind out of my sails.

That's changed how I look at people in the Navy today; I look at them as individuals; people who matter. I found it's OK for a man to cry and get upset over things. My people skills are a lot better because of that."

Sterling, enjoying his new Navy career, will soon transfer to Europe where he will work on a flag staff.

STOREKEEPER 2ND CLASS ALAN LEWIS returned to the Navy after being out for nearly 24 months.

"I gave myself two years," said the Wilmington, N.C., native. "My age was one of the reasons I wanted to get out. I came in kind of late, I was 30 years old. My wife and I were thinking, 'if I reenlist, that's it, I'll be in the Navy for 20 years.'

"We had an import business set up and we gave ourselves two years to make a go of it. We decided if I didn't make it, I would come back in; I made sure before I got out I could come back in."

Lewis learned that if he kept his "out" time less than two years, he would have a better chance of retaining his pay grade when he returned.

He was so adamant about sticking to his two-year plan that he packed a sea bag when he got out and kept it in his closet ready for his return to the Navy.

"It was a real hard decision for me to get out. I felt I was a pretty smart guy, and I owed it to myself to try it.

"The business didn't work out, so I took a job at the post office. I was making good money and was content for a while. Meanwhile, I came up on that two-year mark, so I sat down with my wife and we talked.

"We decided the money I was making at the postal job wasn't that much different than it was in the Navy. The job was very routine. I was going to work, then coming home, going to work, coming home. At the post office, I would have had to do 30 years before retirement."

Lewis said the biggest factor in his decision to return to the Navy was boredom.

"I couldn't see myself sitting around in Wilmington for the rest of my life."

Lewis went to the recruiter, reenlisted and was sent to USS *Gunston Hall* (LSD 44) in Norfolk. Now, he confesses he loves the Navy.

"I was on the phone talking to this salesperson the other day and I started recruiting the guy. He was 19, and I told him to go see his recruiter. I told him about my experi-

I've lived in Italy and am getting ready to go on deployment.

ences: told

him

"I also tell
people they will
regret it if they get
out. For a guy like me
who doesn't have a
really specialized skill or
specialized interest to do
a particular thing, the
Navy is perfect. People say,
'If I get out

I can make a lot more money; that's not what it's about with me. I get things out of the Navy that are more valuable — the friendships, the job security, the whole package. There are a few things I don't like about the Navy, but everyone has to pay their dues."

INTERIOR COMMUNICATIONS SPECIALIST 3RD CLASS DAVE CLEMENTS paid his dues

for four years in the Navy before leaving for civilian life in his hometown of Abilene, Texas.

"I wanted to try my hand in the civilian world, to see if the Navy training could get me a job. I got out, saw the job market and learned there wasn't a lot of use for an IC without a degree. If anyone is thinking about getting out, they should have a degree. On the outside, there's a lot of people with degrees, and your military

education isn't going to be good enough."

Clements was looking for a job that would match his Navy pay and continue to give him a sense of identity.

I knew who I was and what was expected of me," Clements said. "When I got out, I didn't have that

"When I was in Navy,

'sense of self."

Many who
taste Navy
cama-

raderie and a life

with

fresh

IC3 David Clements was out for eight months before returning to the Navy. "I didn't have a sense of self after I got out. When I was in the Navy, I knew who I was and what was expected of me. It's a whole different world out there."

challenges and experiences each day never forget it.

Many seek it again, like a retired performer who wants to taste the thrill of the stage one last time.

Hundreds return, day after day.

For them and others like 'em, there is special meaning in that old Navy saying: "It's not just a job, it's an adventure."

Benson and Watson are photojournalists assigned to All Hands.



Story by PHAN Saul Ingle, photos by JO1 Robert Benson and PHAN Saul Ingle

# "So Others, May Live."

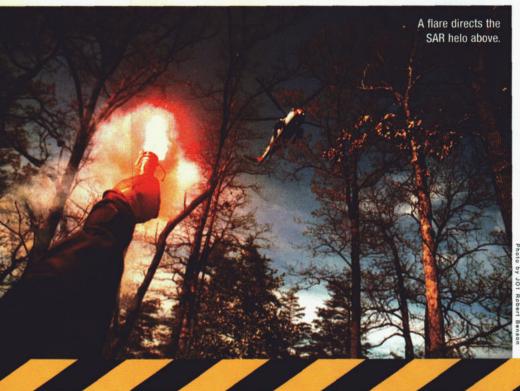
JULY 2000

This Maryland-based SAR Team, like others around the world, specializes in saving lives

SAR crewman rush to get a survivor into the helo in a simulated rescue above the trees of Patuxent River, Md.

Photo by PHAN Saul Ingl

33



(NAC) Dennis Reed. "You feel free, kicking back in the wind. Hanging from a helicopter is still fun, like a little rush, but it's second nature now and doesn't seem as radical because we do it close to once a week."

Safety, in this demanding environment, requires tight focus. It means anticipating your teammate's next move; knowing the job so well that even a victim's face contorted in fear with arms flailing wildly won't distract you from performing.

"So others may live" is their motto, and these guys take it to heart.

"I've been training for 10 years for a rescue that hasn't come," said AMS2(AW/NAC) Paul Norrish. "I've been lucky. I have no idea how I'll feel during my first rescue. I just hope all my training

n ant in the middle of the world's largest puddle — that's how Aviation Electronics Mate (AW/NAC) Joe Zullo describes a desperate victim confronting the ocean for one more breath of air, gasping for 10 more seconds of life — just 10 more seconds — hoping that a savior might come.

Zullo should know. He's one of the saviors. As one member of the 16-man NAS Patuxent River Search and Rescue Team, he's been swimming, flying, screaming and hoisting to save lives for nine years. He and other SAR crewmen are constantly mindful of what will inevitably come—an emergency call. It's a call that beckons frequently and always from random locations at unpredictable times.

From Baltimore to Norfolk to Washington, D.C., Patuxent River SAR stands ready each second of the 24-hour day. Their helicopters can remain airborne for five hours, hoisting swimmers high above the water.

SAR crewmen joke about the rubber and plastic dummy used in practice rescue scenarios. "We have all kinds of names for this guy."

SAR members sometimes dangle from as high as 200 feet on a helicopter's rappelling rope, gripping a victim as they move toward a more appropriate recovery location.

"The first training is a big thrill," said Aviation Structural Mechanic 1st class has put me in the right mind-focus to do it right. I'll have to rise to the occasion."

Norrish and the rest of the SAR group are prepared for the worst. When rappelling into an unknown forest or jumping from a UH-3H Sea King helicopter into freezing water, the team knows it's a serious business under a serious deadline. In their business, missing "deadline" means a life is finished. The victim may have looked their sister or brother, talked like a high school teacher or baked Thanksgiving pies like their mother. It's a real life, and time is crucial.

The team, capable of both night and day rescues, has 15-minute alert posture during normal working hours and a 60-minute alert posture until local flight operations finish in the evening.

They train daily on specialized rescue procedures. They will simulate the rescue of an aircrewman who has ejected from a doomed aircraft only to tangle himself in tree branches. Or they simulate the rescue of a drowning Sailor who exhausts himself while gravity tirelessly tugs from

beneath the unforgiving sea. Treating practice seriously ensures proper preparation. Between drills they swim at the pool or exercise in the gym.

"Physical readiness is a matter of life and death for us," said Zullo. "If we allow ourselves to become weak,

As he signals for his teammates to lower the rescue line, AE2 (AW/NAC) Joe Zullo is bombarded by mock rotor wash in a training exercise at the pool on NAS Patuxent River.





Right – AD2(NAC) Timothy Hall and AMS1(NAC) Dennis Reed search for survivors from the door of their UH-3H Sea King helicopter during a training rescue a few feet above the cold waters of the Patuxent River.

Below – Even in training, SAR crewmen live by the phrase "so others may live." Here, in the chilly waters near NAS Patuxent River, SAR personnel practice life saving. no chance for the first person."

In seconds, the crew's corpsman spotted the second man in the water. Again, they marked the position with a flare, this time preparing for pick up. The pilot turned the aircraft into the wind as one crewman quickly moved his weight to the left side of the helo. The shift in weight helped the pilot stay clear of nearby cliffs standing 100-feet high. The cliffs threatened less than 150 feet from the helicopter's rotor blade, oblivious to the wind working against the helicopter's flight controls. Petersen then lowered the designated swimmer by the helo's hoist into the pounding surf.

Like he'd done 100 times in training, the swimmer turned the man's body and securely fastened a strap around him. The helicopter slid over into position,



lowering the rescue hook— The hook of life.

"With the high surf, I left slack in the cable so the crewman and the survivor wouldn't get jerked out of the water between waves," Petersen said.

The swimmer signaled Peterson when they were ready for hoist. As Peterson pulled slack from the cable, both men started sliding through the water – the wrong way! They disappeared under the water, then popped up after what seemed an eternity – about three seconds. Peterson safely finished the hoist.

They later learned the cable had caught on the reef, pulling the surprised men underwater until it popped free.

The survivor was bloody; he'd been slammed against the reef several times. He was immediately taken to the hospital.

After telling the story from his work in Guam, Peterson quickly mentions how good he felt rescuing the survivor despite the threatening conditions.

Like Peterson, each member of the

The SAR Team grabbed night vision goggles and set out across the water in their helicopter. Darkness had already claimed the sky.

After sweeping up and down the shore for some time in the helo, the crewman on the ramp called to the pilot as he spotted a body. The pilot deftly maneuvered to the spot.

"We marked the body with a marine flare, called Guam Fire and Rescue and set off again," said Petersen. "People on a nearby boat could hear yelling from a survivor. There was



Story and photos by PH2 Aaron Ansarov

# Wartha Number

**Mild-mannered Navy LT Martha Dunne** 

will explain in a

soft, understanding voice anything you want to hear about air operations at Navy Special

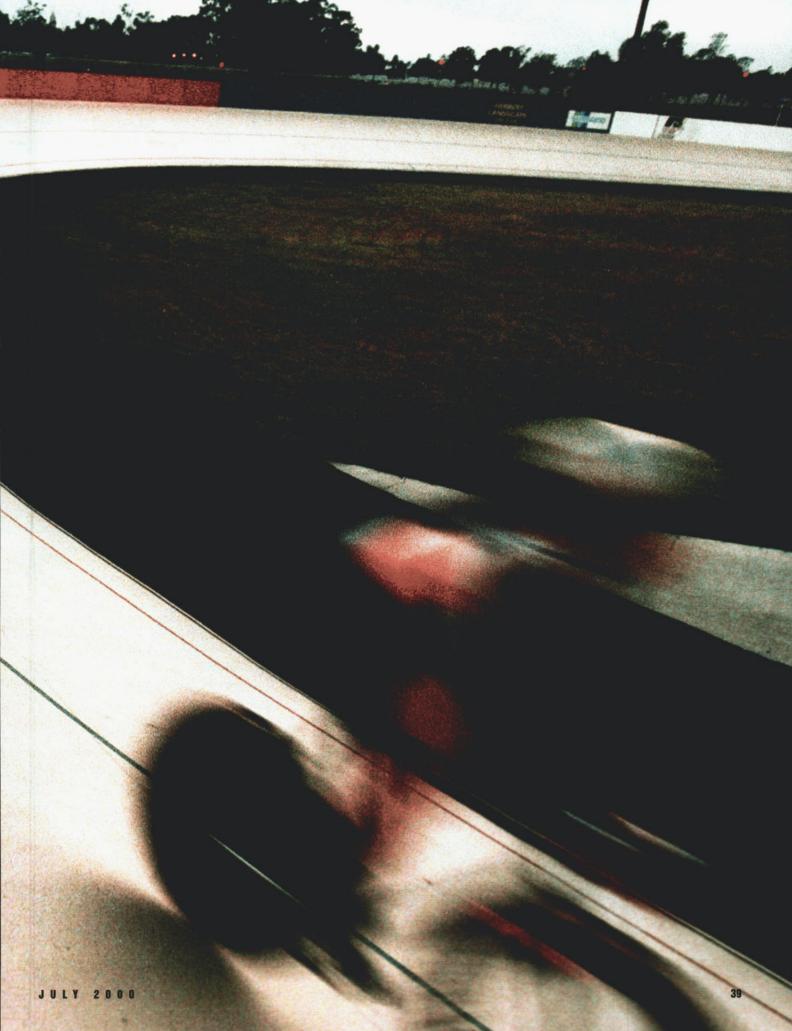
Warfare Command, San Diego. But, five minutes is enough time to see khaki change to

sleek, black racing garb, relaxed composure to determination and understanding to cutthroat,

world-class aggressiveness. This Lois Lane to Super..er..person transformation doesn't mean

she flies, but it's not uncommon to see Dunne outpacing other cyclists at more than 40 mph.

Recently Dunne cycled her way to the title of 1999 Navy Female Athlete of the Year.





period in the pool so I could pass the following semester's swim tests. At the Academy, I was the coxswain for the lightweight men's crew and although I worked out with the team, I didn't really consider myself an athlete!"

Dunne: "I started cycling in 1996 with the goal of competing in 1997. From October 1996 to April 1997, I deployed aboard USS Cushing (DD 985) to the Arabian Gulf and trained by

riding rollers and a stationary trainer in my stateroom. When weather was good and there were no flight ops, I would take my trainer and bike out to the missile deck and ride. [Sailors] would comment, 'So you're the one who powers the aux generator,' or 'You aren't getting very far, ma'am!'

"When most people return from a WESTPAC, they usually want to spend time with their family and loved ones. The day after I returned from deployment, I drove up to Los Angeles to race after six months of not riding on land. I competed in a couple of road races and criteriums in the next several months. Although I had the endurance to finish with the pack, I didn't have any leg speed to finish with a strong sprint. Some cyclists suggested I train at the velodrome to work on my sprint. The rest, as they

All Hands: "What do you think is the most important thing in this sport?" Dunne: "Even though equipment counts, nothing is more important than the

"Unlike road cyclists who train for endurance, sprinters like myself place more emphasis on power, strength and speed. I ride about 45 to 60 miles each day on the weekends and 15 to 30 miles each weekday for recovery. In the off season, my coach has me take my road bike on a 12-mile section of a dirt fire lane (mostly uphill) to improve my bike-handling skills. I perform

hill repeats two nights a week. I lift weights and do plyometrics two to three days a week during command PT hours.

"During the season, I'll compete in local track races on Tuesday nights. At least one day is primarily dedicated to track. A typical Wednesday practice starts at 6 p.m., and doesn't end until almost 10 p.m., after I ride about 30 miles. On weekends, I compete in

Clockwise: After a night of training with her coach, Dunne is always right there with him making plans for the next training day.

Participating in the SEAL team's "Monster Mash" is a challenge Dunne always welcomes.

In blink of an eye, Dunne passes with fluid motion around the velodrome in San Diego. While most people are plopped in front of the television, Dunne is spending most of her nights riding circles around this track.



#### **Martha Places:**

1998 — Olympic Sprint Champion/Nevada Match Sprint/Southern California

1998 — 1st Place Regional Qualifier/Match Sprint, San Jose, Calif.

1999 — 6th Place/EDS Track Cup, Colorado Springs, Colo.

1999 — 9th Place/U.S. National Championships Match Sprint, Trexlertown, Pa.

2000 — 5th Place Alpenrose Invitational Match Sprint, Portland, Ore.

another track race, a criterion or work out at the track."

**All Hands:** "Why track cycling as opposed to road cycling?"

**Dunne:** "Track cycling is very different from road cycling. In many ways, track cycling is to track-and-field as road cycling is to marathons. On the track, there are four disciplines for women, two endurance and two sprint. I compete in both sprint events, the match sprint and the 500m time trial.

"Sprinters often reach speeds of more than 40 mph and are pedaling at a rate of 180 to 200 rpm. Match sprinting is very intense and racers have to compete with, as

my coach puts it, the 'You touch me, I'll kill you' attitude. Although the race is pretty simple (Whoever finishes at the end of three laps wins), it involves a lot of tactics, which is why spectators see the riders going very slow for about two-thirds of the race, studying how the competitors are racing."

**All Hands:** "What advice do you have for fellow athletes?"

**Dunne:** "The best advice is to focus on your own performance. Mike Hughes,

Naval Academy crew coach, would tell the team that wishing your competition would injure themselves or break equipment was wasting energy on something you couldn't control.

"Instead, it was more important to focus that energy on your own performance. It is also important to set your goals based on your own performance, rather than on someone else's. For example, determining a time standard to reach is a realistic goal; consistently finishing in the top five is not. It's possible to race your absolute best, but if five people race their best and finish ahead of you, you haven't reached the goal of finishing in the top five."

Fortunately, Dunne could set that goal, and would seldom disappoint herself. Bravo Zulu, LT Dunne.

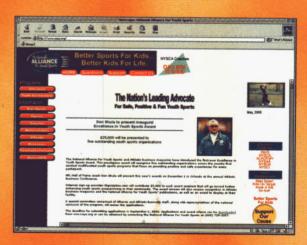
Ansarov is a San Diego-based photojournalist assigned to All Hands..

### CyberSailor

# Safety Surfing



www.fws.gov



www.nays.org

Remember the days when you had to write or call a company or agency and ask someone to mail you information on safety issues? Then you waited until that person sent the request to someone in the mailing department. Finally, maybe weeks later, you received your request. But, when you read it, you found it didn't contain the information you needed, and you had to start all over again.

You don't have to go through that anymore. Now, numerous web sites can give you instant information for promoting your programs, teaching courses or informing friends and family.

CyberSailor, (with a lot of help from the Naval Safety Center, Norfolk) has found a few sites to get you started.

#### **Boating**

U.S. Fish & Wildlife Services www.fws.gov Publication, photos and images, and reports on conservation issues.

National Safe Boating Council www.safeboatingcouncil.org Offers a variety of boating information.

U.S. Coast Guard www.uscgboating.org Information for recreational boaters: boating statistics, recalls, boating courses and federal requirements. U.S. Power Squadrons www.usps.org A non-profit educational organization dedicated to making boating safer and

more enjoyable.

#### **Sports**

Amateur Running & Fitness Association www.arfa.org Information on training, nutrition, treating and preventing injuries and rehabilitation.

U.S. Soccer Federation
www.us-soccer.com
Sports medicine, publications
and information for coaches
and referees.

U.S. Racquetball Association www.usra.org
Source for latest news, rules, events, national rankings and publications.

National Youth Sports
Coaches Association
www.nays.org
A non-profit association dedicated to the mission: "Better
Sports for Kids ... Better Kids
for Life."

American College of Sports Medicine www.acsm.org Dedicated to maintaining and enhancing physical performance, fitness, health and quality of life.

The appearance of commercial websites in All Hands does not imply endorsement by the Departments of the Navy or Defense.

American Athletic Union www.aausports.org Promotes and develops amateur sports and physical fitness programs.

#### **Health & Environment**

National Safety Council www.nsc.org Source for public safety, health and environmental issues. Topics include community, home and youth issues.

National Center for Health Statistics www.cdc.gov Information on health topics from A to Z. Data, injury prevention and others.

Consumer Product
Safety Commission
www.cpsc.gov
Consumer publications, press
releases, injury statistics, safety
games for kids and recall
information.

American Red Cross www.redcross.org News articles, health and safety, aquatics, care-giving and more.

American Heart Association www.american heart.org Interactive risk assessment for heart disease, stroke and attack.

#### Traffic

National Highway Traffic Safety Administration www.nhtsa.dot.gov Safety defects in motor vehicles, fuel economy standards, drunk driving, safety belts, child safety seats and air bags Insurance Institute for Highway Safety www.highwaysafety.org Broad range of vehicle-related traffic safety information (These are the folks who test crash-worthiness with the crash test dummies.)

Network for Employers for Traffic Safety www.trafficsafety.org
Public and private partnership and non-profit organization working to help employers develop and implement a comprehensive workplace highway safety program.

National Institute for Occupational Safety & Health www.cdc.gov/niosh/mvalert. html

Organization to raise the awareness of all workers who drive as part of their jobs.

Naval Safety Center www.safetycenter.navy.mil You really didn't think we would leave this one out, did you? Contains information on ORM, survey schedules, news, references and how this command can help you.

Information courtesy of Ashore magazine.

Cyber Sailor



www.redcross.org



www.nhtsa.dot.gov



www.safetycenter.navy.mil

drunk driving, safety belts, child safety seats and air bags.

JULY 2000

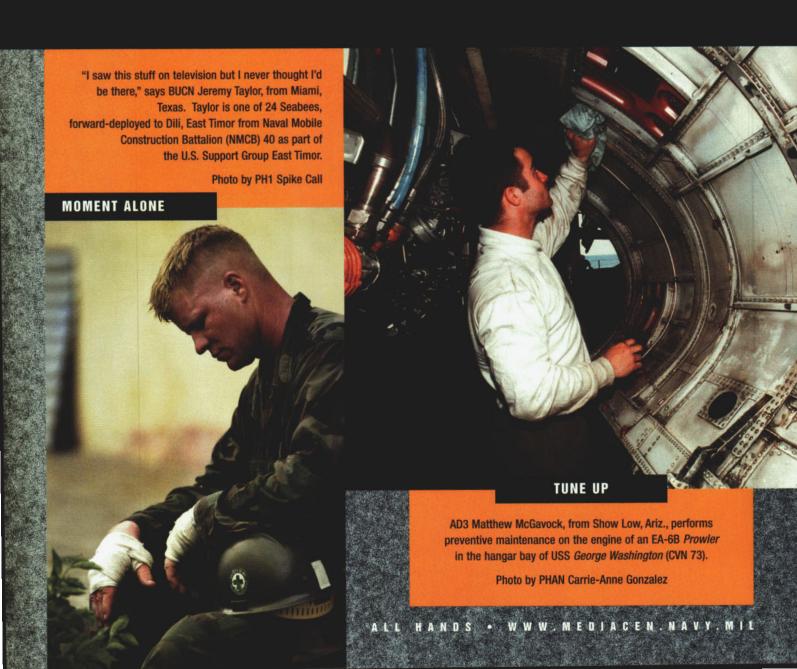
### Eye on the Fleet

EYE ON THE FLEET is a monthly photo feature sponsored by

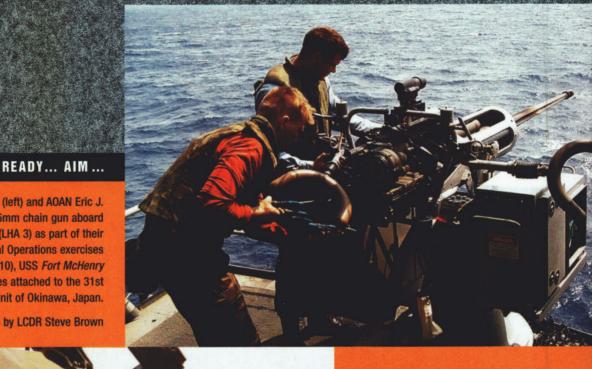
the Chief of Information Navy Visual News Service. We are looking

for HIGH IMPACT, quality photography from SAILORS

in the fleet to showcase the American Sailor in







GM3 Jason W. Weathers (left) and AOAN Eric J. Fredrickson load a 25mm chain gun aboard USS Belleau Wood (LHA 3) as part of their participation in Special Operations exercises with USS Juneau (LPD 10), USS Fort McHenry (LSD 42) and Marines attached to the 31st Marine Expeditionary Unit of Okinawa, Japan.

Photo by LCDR Steve Brown

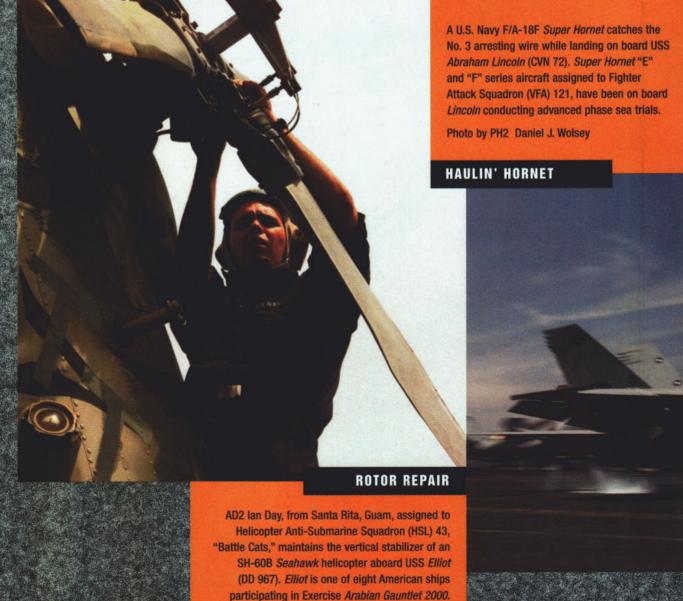
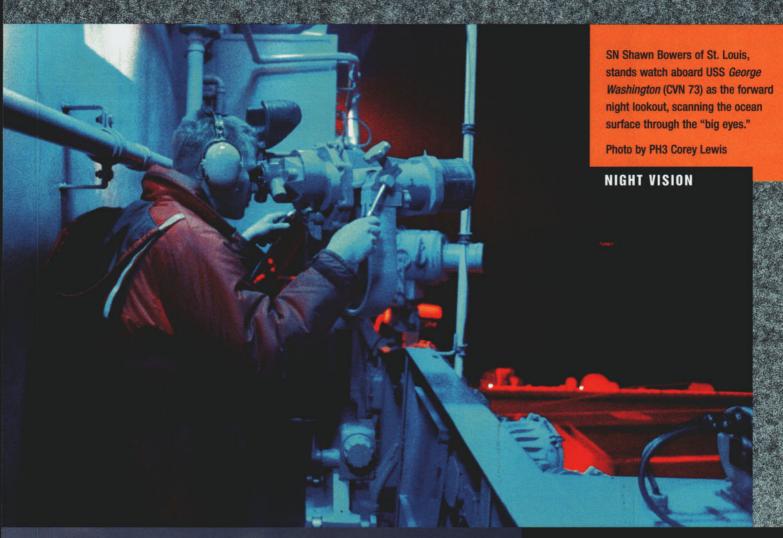


Photo by PH3 Daniel Lapierre





#### TO BE CONSIDERED

forward your high resolution (5"x7" at 300dpi) images with full credit and cutline information, including: full name, rank and duty station. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date.

Commands with digital photo capability can send attached .jpg files to: navynewsphoto@hq.navy.mil

Mail your submissions to: NAVY NEWS PHOTO DIVISION NAVAL MEDIA CENTER, 2713 MITSCHER RD., S.W. WASHINGTON, D.C. 20373-5819

### The Final Word

## **A Hero Comes Home**

By JO1 Robert Benson & JOC(SW) Mary Camacho, 7th Fleet Public Affairs

ne day not too long ago, Ens.

Daniel Johnson blocked a bunch
of painful memories from his
head and faced his worst demons. He
drove on the pier right up to the USS
Blue Ridge, put the car in idle, paused,
closed his eyes – whispered to himself it
would be okay – then with a deep breath,
got out and boldly marched on board.

The Sailors gathered on the quarter-deck couldn't help but notice the way he walked up that forward brow – deliberate, a bit hobbled and a little unnatural. Each of them knew his lower legs weren't real; they knew that his original limbs were lost in an onboard accident less than a year earlier. Today he was wearing prosthetics.

Johnson knew they knew, and he was okay with it. These were his friends.

Seaman Steven Wright, one of the line handlers, became entangled in the cables. The cable was pulling Wright toward the one-foot by two-foot chock, a hole in the bulkhead that mooring lines go through. If Wright were pulled through, he would have been killed. As Wright struggled to free himself, the rest of the Sailors present scrambled to safety. However, Johnson instinctively jumped in to try and free Wright's leg.

His efforts saved the 20-year-old seaman from certain death, but the accident cost both of them severely. Both Johnson's legs were amputated below the knee, as well as his left pinky; Wright lost his right leg and four fingers.

"I was in incredible pain; I remember the whole thing up to the hospital," he of that day, including a stop in the aft mooring station where the accident occurred.

Since being medically retired from the Navy, his future is now law school, which he plans on attending in the fall.

With his new prosthetic limbs, his mobility has greatly increased, and he can do almost anything he did before — even ski. In great shape before the accident, he is anxious to start running and working out again. He drives a car and can walk up and down the ship's ladders with little difficulty.

The accident generated substantial visibility - Johnson met Secretary of the Navy Richard Danzig, Senator Jesse Helms and Representative Cass Ballinger when he received the Navy and Marine Corps Medal for his heroic actions. He

#### Johnson thought he would spend the rest of his life in a wheelchair, but he was wrong.

Now, mended but relearning things most of us take for granted, Johnson was revisiting the ship where he was once the 2nd Division officer.

"I was a little anxious to come here, but I'm glad I came on the ship," he said. "It was interesting to see it in a peaceful manner. I wanted to come back to Japan to see all the men and women on the ship, to say goodbye and to bring closure to the accident. I also wanted to talk to the people in medical, deck department and the witnesses to thank them for everything."

As the safety officer in the aft mooring station on Aug. 23, 1999, during a Korea port visit, Johnson was responsible for the safety of the Sailors handling the lines while mooring.

When the Pusan tugs jerked the lines,

recalled, saying he remained conscious the entire time. "It was kind of surreal. Your mind is in disbelief, but you immediately start thinking of the future."

Johnson thought he would spend the rest of his life in a wheelchair, but he was wrong. Within one month he took his first steps on artificial limbs that look almost real.

"I was standing, then using a walker, then crutches, then a cane and now I'm walking normally. You can't really tell I have prosthetic legs."

Eight months have passed since the accident. Johnson said that returning to the ship to see old friends and shipmates was part of his recovery.

As he walked around the ship that day, he revisited friends as well as memories has received hundreds of get-well wishes from around the world, including one from former president Jimmy Carter, and he has been featured in *Reader's Digest*. His hometown newspaper has featured him and he appeared on NBC's Dateline in early May.

Ironically, Johnson said the accident was the worst and the best thing that could happen to him. Because of the accident, he is now more focused on his life and what he wants to do.

"I now have more determination to focus on things that I didn't have before the accident," Johnson said. "Everyone has challenges you don't think you can overcome, but if you maintain a positive attitude and work toward it, life will turn out normal."

# 10Xteaser

Working with this piece of equipment is out of this world. What is it?

Photo by PH2 (AW) Jim Watson

#### **Last Month's answer:**





A manipulator used on the Hardsuit 2000 for gripping equipment by opening and closing manually and then locking down on the equipment to prevent dropping it while working underwater.

Photo by PH2 Aaron Ansarov

Go to our website at www.mediacen.navy.mil or wait for next month's inside back cover to learn the answer...

